What Is Claimed Is:

1. A vessel converted from single outer hull construction into double hull construction without alteration of the single outer hull, said single hull vessel having a central cargo tank flanked on either side by port and starboard wing tanks, said central cargo tank being defined by port and starboard sidewalls and fore and aft transverse bulkheads, and further comprising an added elevated floor in said central cargo tank, said elevated floor spanning said sidewalls and said bulkheads to define within said outer hull a sealed compartment separating the central cargo tank from the outer hull.

2. The vessel of claim 1 wherein said wing tank internal longitudinal bulkheads comprise the sidewalls of the central cargo tank

3. The vessel of claim 2 wherein said elevated floor comprises a plurality of bottom plates attached to each other and to the sidewalls and bulkheads.

4. The vessel of claim 3 wherein said plurality of bottom plates comprise a longitudinal framing system.

5. The vessel of claim 3 further comprising added support members for supporting the elevated floor above the outer hull.

6. The vessel of claim 5 further comprising added support members for supporting said wing tank internal longitudinal bulkheads.

7. The vessel of claim 5 wherein said central cargo tank includes a longitudinal bulkhead extending along a length thereof to form a plurality of central cargo tanks, at least one of said central cargo tanks having said elevated floor.

8. The vessel of claim 7 wherein each of said plurality of central cargo tanks has an associated elevated floor.

9. The vessel of claim 8 further comprising installing at least one hatch in a topside deck of said vessel to provide access to an associated central cargo tank.

10. A vessel converted from single outer hull construction into double hull construction, said single hull vessel having a central cargo tank flanked on either side by port and starboard wing tanks, each of said wing tanks having internal longitudinal bulkheads defining the sidewalls of the central cargo tank, wherein said vessel is converted into double hull construction solely by adding an elevated floor spanning said sidewalls to define a sealed compartment separating the central cargo tank from the single hull.

11. The vessel of claim 10 further comprising a plurality of transverse bulkheads, said transverse bulkheads defining the central cargo tank, said elevated floor extending between and attached thereto.

12. The vessel of claim 11 wherein said plurality of transverse bulkheads comprises more than 2 to thereby form a plurality of central cargo tanks, each of said central cargo tanks having an associated elevated floor.

13. The vessel of claim 12 wherein each of said elevated floors comprises a plurality of bottom plates attached to each other and to the sidewalls and bulkheads.

14. The vessel of claim 13 wherein each of said elevated floors comprises added support members for supporting each of the elevated floors above the outer hull.

15. The vessel of claim 11 wherein said central cargo tank includes a longitudinal bulkhead extending along a length thereof to form a plurality of central cargo tanks, at least one of said central cargo tanks having said elevated floor.

16. The vessel of claim 15 further comprising installing at least one hatch in a topside deck of said vessel to provide access to an associated central cargo tank.

17. A method for converting a vessel from single outer hull construction into double hull construction without alteration of the single outer hull, said single hull vessel having a central cargo tank flanked on either side by port and starboard wing tanks, said central cargo tank being defined by port and starboard sidewalls and fore and aft transverse bulkheads, the method comprising adding an elevated floor in said central cargo tank, said elevated floor

spanning said sidewalls and said bulkheads to define with said outer hull a sealed compartment separating the central cargo tank from the outer hull.

18. The method of claim 17 further comprising adding support members for supporting said elevated floor above the outer hull.

19. The method of claim 17 wherein the step of adding an elevated floor includes installing a plurality of bottom plates.

20. The method of claim 19 wherein the step of installing a plurality of bottom plates includes installing a plurality of bottom plates that span the sidewalls and attaching adjacent bottom plates to span the bulkheads.

21. The method of claim 20 further comprising adding at least one hatch in a topside deck of said vessel, said hatch providing access to an associated central cargo tank.

22. A vessel converted by the method of claim 17.

23. A vessel converted by the method of claim 20.

24. A vessel converted by the method of claim 21.

25. A vessel converted from a tanker vessel with a single hull construction into a bulk cargo carrying vessel with a double hull construction, said single hull vessel having a central cargo tank flanked on either side by port and starboard wing tanks, each of said wing tanks having internal longitudinal bulkheads defining the sidewalls of the central cargo tank, wherein said vessel is converted into said bulk cargo carrying vessel with double hull construction by adding an elevated floor spanning said sidewalls to define a sealed compartment separating the central cargo tank from the single hull and by adding a hatch in a deck of the vessel above the central cargo tank to provide access to the central cargo tank.

26. The vessel of claim 25 wherein said hatch is dimensioned in a manner to allow prefabricated modular sections of the elevated floor to be passed through the hatch when the elevated floor is installed in the central cargo tank.

27. The vessel of claim 25 wherein said hatch is dimensioned in a manner to allow a crane positioned above the hatch to access substantially all areas of the central cargo tank.